



Continuing the theme that postmarks identify owners (see Bulletin April 1975), as always there are those that are exceptions to the rule.

In the instance of the Perfinned adhesives shown on postcards in the above illustration, the cancellation is of no help whatsoever. Or is it?

Throughout the membership of the U.P.U. there was a service known as reply-paid postcards. Any reply-paid postcard, whether officially used or privately produced, had to have on the front half the printed heading "CARTE POSTALE AVEC REPONSE PAYEE," and on the second half "CARTE POSTALE REPONSE." The cards were made up so that the fold formed the upper edge. The address side for the reply half fell inside of the fold. Nothing could be enclosed, but the sender could address the reply half to themselves, and on the back of this half, they could add a questionnaire to be filled in by the addressee.

As can be seen, this service lent itself very nicely to the operation of reservations in connection with running a travel business.

Illustrated are examples of the system so used. All the Danish adhesives are Perfinned DSB and show postmarks of England, Wales, Scotland, Northern Ireland and Italy, respectively. The Italians apparently were a bit unsure of the system, as all of the reply cards I have seen mailed by them have an additional Italian adhesive affixed.

The last day that reply cards could be bought in the British Isles was October 2nd

**FOR SALE** - 200 Perfins \$1.00. This is a good mixture for a new collector. Not many duplicates. George T. Mooers, 518 N. W. 22nd Street, Ocala, FL 32670.

1970 (the first British card was sold in 1882). The cards were abolished internationally following a decision of the U.P.C. in Tokyo in October 1969. The British service ended on July 1st 1971, but the date when the service ended internationally seems to have been neglected in the philatelic press. Perhaps someone can fill in this blank in my knowledge?

Historical note on the D.S.B.: by 1885 all the Danish railways then built came under one management, thereby creating the Danish State Railways. Probably the ferry system that evolved is the best known monument to the early pioneers.

When the D.S.B. first used Perfins, I am not aware. In 1956, \*Van Lint listed:

48 DSB 30 H 8½ Kbh Danske Staats Bahn

In the corrections and additions issued later appears:

47a DSB 33 H 6 Kbh

This is the same as that found on the reply-paid postcards. To put the description into today's standards, it reads:

47.5 DSB H 11,10,12 6mm Danske Statsbaners Rejsbureau

\*List of Danish Perfins, compiled by Margaret and Victor J. Van Lint and E. J. Enschede. Published by the Perfins Club.

**WANTED** - Booklet by Wooley on Canadian stamps with perforated initials. Name your price. Daniel Eberhardt, 3101 Jackson, Wichita, KS 67204.